



COAST GUARD RESERVIST

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THE COMMANDANT OF THE UNITED STATES COAST GUARD
WASHINGTON 20590

Dear Fellow Coast Guardsmen:

As the all-volunteer force approaches reality, each service faces the challenge of recruiting and retaining personnel solely on its own merits, without outside pressure.

The Coast Guard Reserve's varied missions, small size and our dependence upon highly trained and skilled personnel all represent attractive features in our competition for qualified personnel. The challenge of obtaining and retaining qualified personnel in the Coast Guard Reserve is perhaps the most significant problem presently being faced. We must attack this problem with the strongest possible determination.

During the last several months, there have been significant developments in the personnel situation in the Coast Guard Reserve. Although the enlistment of non-prior service personnel has been below expectations, reenlistments and transfers from the active status pool have been very much improved. During March 1972, the Reserve reenlistment rate reached 28 percent. I am sure that the Coast Guard Reserve's expanded role in training, which supports and supplements the Regular Service's operations, has much to do with this very impressive increase.

All members of the Coast Guard Reserve must make a strong effort to acquaint the general public and all potential Coast Guardsmen with the missions and accomplishments of the Coast Guard and its Reserve.

The Coast Guard's long history of humanitarian service coupled with a high level of military readiness is one of which every reservist can be justifiably proud. It is this history of nearly two centuries of "can do" spirit which makes me confident that the Coast Guard Reserve can rise to this challenge of personnel procurement in the age of the all-volunteer force.


C. R. BENDER

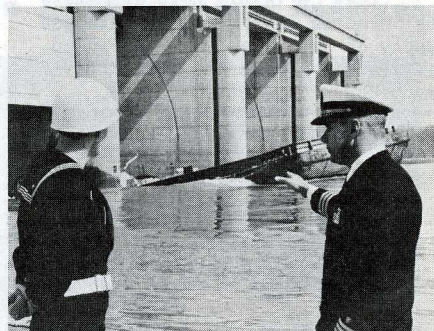
Admiral, U.S. Coast Guard

RESERVE THINK-TANK

On 7-9 April, a conference was conducted at RTC Yorktown, Va., between district staffs, ORTU and VTU officers, and Headquarters staff

members to discuss a variety of Reserve problems. The June issue will contain a synopsis of this conference.

Reservists Assist In Emergency



Second Coast Guard District reservists recently were ordered to active duty in Louisville, Ky., to assist regular Coast Guard personnel in a peacetime emergency.

Three members of ORTUPS 02-82115 and six members of ORTUPS 02-82130 were activated when a barge loaded with 600 tons of liquid chlorine grounded on the McAlpine Dam on the Ohio River at Louisville and impaled itself on one of the dam's gates.

The chlorine barge was one of four set adrift when a commercial tow grounded on Sunday, March 19. Another 25 members of the two units agreed to make themselves available for duty as needed.

Regular personnel from the Louisville Captain of the Port Office and Coast Guard Station, together with representatives of the Army Corps of Engineers and various local agencies, immediately began the crucial task of organizing salvage operations.

Rear Admiral O. W. SILER, Commander of the Second Coast Guard District, flew to the area to assess the problem and assumed on-scene command. It was soon evident that regular Coast Guardsmen assigned in the Louisville area could not carry out their normal missions and take on the additional duties of keeping the accident scene under surveillance.

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CHLORINE BARGE

....from page 1

On the night of March 23, the decision was made to call in Reserve support personnel. An hour after the first calls went out to members of the two Louisville units, Coast Guard reservists began standing watches.

RADM SILER said of this precedent-setting use of reservists, "This is a fine example of the support we can expect from our Reserve program. These men were ready and eager to serve."

"They certainly help dramatize the Selected Reserve as an untapped supply of assistance," he added, "available to us in all sorts of emergency situations."

Interservice operation - Reserve first

An inter-service operation involving Coast Guard, Air National Guard and National Guard reservists was conducted recently in New Orleans.

Reservists from Coast Guard units in Dallas and Fort Worth, Tex., were flown to the Naval Air Station at Belle Chasse, La., this past March by aircraft of the Texas Air National Guard at Grand Prairie, Tex.

The Air National Guardsmen flew the reservists to NAS, Belle Chasse, as part of their own training mission.

Transportation at New Orleans was provided by the 141st Washington Artillery, Louisiana National Guard, New Orleans.

The Coast Guard reservists augmented and supported Regulars in captain of the port operations during the weekend.



This was the first time that Eighth Coast Guard District Reservists had been transported from inland Reserve units to augment Regulars in coastal areas.

Plans are to continue this type of operation for all inland units in the district, which includes Texas, Louisiana, Alabama and the western edge of Georgia and Florida.

Reserve units in the coastal areas already are assisting Regulars and are increasing their involvement in this augmentation activity.



RADM M.W. Stoffle, senior Coast Guard reservist in the U.S., personally welcomed each of the Texas reservists to New Orleans for the weekend augmentation program.

CGR aids ailing Navy vessel

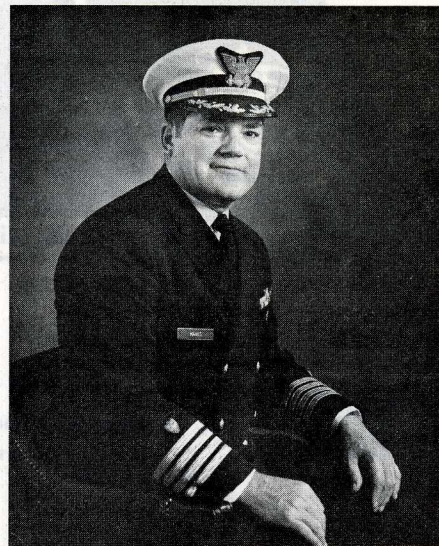
A St. Petersburg, Fla., Reserve unit recently won the appreciation of the Navy for their quick action in aiding an ailing Navy minesweeper.

The reservists, from ORTUPS 07-82503, used their 31-foot utility boat to nudge the disabled minesweeper back to the wharf so city firemen could secure a dangerous smoke condition in the ship's engine room.

The Coast Guard reservists, while on weekend drill this past March, responded to the call for assistance by the minesweeper. Also answering the distress call were the local Coast Guard Air Station's 40 and 30-footers, which arrived on-scene before the reservists.

But the 40-footer lost power and the 30-footer was unable to move the minesweeper, so the reservists took over and completed the mission.

A spokesman for the minesweeper said the emergency began when an air intake cover blew off the starboard engine, filling the engine room with dense black smoke, causing evacuation of the engine room and stopping of the engines.



Captain Charles J. Hanks

Capt. C.J. Hanks Selected for RADM Promotion

Charles J. HANKS, selected for promotion to Rear Admiral in the Coast Guard Reserve, was born in Clearville, Pa., in 1921.

After attending OCS at the CG Academy in New London, he was assigned as CO of CG-83363, Charleston, S.C. for ASW patrols. During 1943-44, he served as an instructor in anti-submarine warfare at the Advanced Frigate School, St. Augustine, Fla.

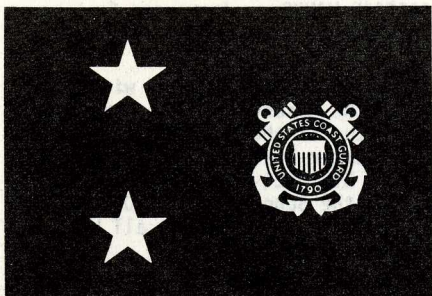
For the remainder of the war, he commanded the Freight Supply Ship FS-194, in the South Pacific.

After the war, he became an Assistant Professor of Mathematics at Drexel Institute of Technology in Philadelphia. From 1950-54, he was a member of the Mathematics Department at the University of Arkansas, where he earned his Doctorate of Education.

In 1954, he transferred to the California State Polytechnic College in San Luis Obispo, where he served as a Professor of Mathematics until 1972 when he became head of the Mathematics Department.

Retaining his commission in the Coast Guard Reserve, Captain Hanks served as XO of ORTUPS 12-82820 in Monterey from 1956-57. He commanded ORTUPS 12-82825, San Luis Obispo, from 1958-66, and served as ORPSU San Francisco from 1966 to 1969. He assumed his present command of VTU 12-88388 in 1969.

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THE ADMIRAL'S CORNER

In this issue, Admiral Bender has pointed out that our increased reenlistment rate has partially at least been caused by our expanding training efforts in support of the Regular Coast Guard. This role will expand even more during the coming summer.

The summer OJT program will allow many reservists to be assigned to Regular units for up to nine weeks. This will be the most significant augmentation of Regular Coast Guard forces by the Reserve since World War II!

I have previously mentioned that our plans include expansion of the Reserve participation in the Boating Safety Program. These plans have now been developed and will begin to be carried out within a few weeks.

There will be two major aspects of Reserve participation in boating safety this year. After the boating season, the Office of Boating Safety will evaluate the results of this year's efforts and make necessary changes or expansions for next year.

First of all, reservists will be utilized to augment Boating Safety Detachments (BOSDETS). Reservists will be assigned to BOSDETS by the district on a "need" basis, and in relation to the numbers of reservists available.

The other major aspect of our involvement in the boating safety program will be the use of reservists to conduct public education boating courses. There is a very large demand from the boating public for training. The Coast Guard Auxiliary conducts many such courses, but usually not during the boating season.

Under the new program, reservists (who will be trained beforehand) will conduct four-hour public education courses. Approximately 25 such courses--two in each district--will be conducted this summer.

It is planned to conduct these courses in locations near a Reserve unit and where there is a large boating populace, but where the CG Auxiliary is not active. Actual locations will be determined by your district commander.

Some reservists will also be used to supplement the staffs of the boating safety division in each district office.

One district has recently voiced a comment that there is so much augmentation going on that they are running short of reservists available for augmentation. Great! I would like to see our reservists augmenting more than 50 percent of their time.

The enthusiasm created through this program is driving our reenlistment rate to new highs. This same enthusiasm will help us bring in the new people we need--for additional augmentation!

J. W. MOREAU

Reservists Aid In Oil Clean-up

A storage tank owned by a brick works company recently leaked between 75-100 thousand gallons of oil into the Hudson River.

The Captain of the Port in Albany, N.Y., requested the aid of ORTUAG 03-83225, Troy, N.Y., and within 24 hours, the reservists were on-scene, establishing around-the-clock watches.

These watches ran continuously for five days while a private contractor pumped oil from a cove in which the oil had been entrapped.

According to the commanding officer of the Reserve unit, Lieutenant Commander R. D. KELLY, the COTP, Commander Mathew WOODS, called requesting assistance on a Thursday night.

By noon the next day, Lieutenant Commander D. E. BUERLE, training officer of the unit, who was assigned to coordinate Reserve participation, had established the watches.

The company assumed responsibility for clean-up operations, while the Coast Guard began the task of monitoring the operation and tracking the movement of the spill.

Reservist duties while on watch ranged from supervision of various segments of the clean-up to standing watch at the source of the spill. In addition, shoreside patrols were conducted up and down river from the spill.

CDR WOODS noted that the reservists responded immediately to the request for assistance, adding that the unit's invaluable aid was an asset that readily could be depended upon.

Town Sets Aside Week In Honor of Local Reserves



LCDR Melvin J. O'KLOCK accepts proclamation naming CG Reserve Week from Councilman John P. FINNERTY, CDR, USCGR (Ret)

The Town of Islip, N.Y., honored an area Reserve unit for its humanitarian and environmental protection activities by designating this past Armed Forces Week as "U.S. Coast Guard Reserve Week".

Members of the Town Board of this Long Island community issued a proclamation setting aside the week of 20 to 27 February to honor ORTUPS 03-82232, of Garden City, N.Y.

The Town's Fathers made the proclamation as an act of appreciation to the Garden City unit for the group's work in motorboat safety, humanitarian services and environmental protection programs.

The reservists have initiated a program of waterfront and bulk oil facility surveys for the Captain of the Port, New York.

Commander John P. FINNERTY, USCGR (Ret), a member of the Town Board, presented the unit's executive officer, Lieutenant Commander Melvin J. O'KLOCK, with the proclamation for CG Reserve Week.

The Proclamation reads:

(continued on page 4)

RON TWO : *en route to Guam*

Selected reservists from across the country are serving aboard three high endurance cutters, the ABSECON, MCCULLOCH and CHINCOTEAGUE, underway from Norfolk, Va., to Guam for de-commissioning.

"Squadron Two", as the operation officially is titled, has provided a large scale on-the-job training opportunity for the Reserve.

In addition, the voyage is allowing reservists to serve aboard WHEC's at sea for an extended cruise, a unique Reserve training opportunity under the new direction of the Coast Guard Reserve.

Crews from the three ships are composed of reservists who volunteered for temporary active duty, in addition to some Regular officers and senior petty officers from the Reserve training Cutters UNIMAK and COURIER, and from the three ships of the squadron.

During this mission, the reservists will work side-by-side with active duty Coast Guardsmen on an actual long term training tour instead of the normal two weeks active duty training period.

Squadron Two departed Norfolk March 22, its destination Guam, where the ships will be decommissioned, their places to be taken by modern, high-speed 378-footers.

The commanding officer for the Squadron Two Operation, Captain H.M. HARTLOVE, is commanding the flagship ABSECON. Commander T.L. GANNAWAY, normally commanding officer of the

Cutter UNIMAK, is CO of the MCCULLOCH, and Commander B.R. SCHAEFFER, whose usual assignment is commanding the Cutter COURIER, is CO of the CHINCOTEAGUE.

This operation will give the reservists additional training in their specialties to prepare them for the new functions that the Coast Guard Reserve is to be engaged in: search and rescue, environmental protection and the normal humanitarian peacetime missions of the service.

PROCLAMATION....from page 3

"Whereas: This being Armed Forces Week and citizens of the Town of Islip are serving their country as military service personnel, and,

Whereas: the United States Coast Guard Reserve has freely responded to assist the Regular Coast Guard stations with their motor boat safety and life saving programs, and,

Whereas: the Reserves have initiated a program of waterfront facility and bulk oil facility surveys on Long Island for the United States Coast Guard Captain of the Port of New York, and,

Whereas: citizens of Islip Town are directly involved in this humane peacetime effort by giving their time and service to the protection of the environment by serving in the Coast Guard Reserve.

Now, Therefore, We the Members of the Islip Town Board, proclaim the week of February 20th to February 27th as United States Coast Guard Reserve Week."

CAPTAIN HANKS....from page 2

Captain HANKS is most widely known in the Reserve for his work as the Director of the Western District Reserve Summer Training School, formerly 12th District Reserve School. Directing the School from 1960 to 1971, he is known by almost all West Coast reservists.

For his outstanding efforts in directing WDRSTS, Captain HANKS has received the Coast Guard Commendation Medal and the Coast Guard Achievement Medal.

The admiral-selectee was promoted to captain in 1964.

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The Coast Guard RESERVIST

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ADMIRAL C. R. BENDER
Commandant, U.S. Coast Guard

RAADM J. W. MOREAU
Chief, Office of Reserve

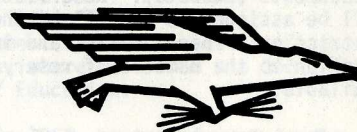
LTJG R. C. BROWN
CWO H. M. KERN
Editors

All photographs are official Coast Guard material unless otherwise designated.

Members of the Coast Guard Reserve are invited to submit articles of interest to the Editor of RESERVIST for possible publication.

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